

25X1

SECURITY INFORMATION  
INTELLIGENCE AGENCY

CD NO.

## CD NO.

DATE DISTR. 13 Feb. 1952

NO. OF PAGES 2

Document No. 063  
 No Change In Class. ☐  
☒ Declassified  
 Class. Changed To: TS S (C)  
 Auth: HR 70-2  
 Date: SEP 5 1975  
 NO. OF ENCLS. (LISTED BELOW)  
 SUPPLEMENT T  
 ORT NO.

SUPPLEMENT TO  
PORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF U.S.C., 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. The Dieselmotorenwerk Rostock (VVB Hoc seeschiffbau) comprises two plants, Plant I on Luebeckerstrasse, the former Heinkel Works, and Plant II on Schwaansche Landstrasse, the former State Railroad Repair Works (RAW-Reichsbahnausbesserungswerk).
2. As of early February 1951, the mechanical equipment of Plant I comprised one main workshop building equipped with lathes, milling machines, boring and drilling machines, a large boring plant, a precision boring plant, and a crank-shaft lathe. There was also an annex workshop building with a tool-making workshop, a tool and accessories room, a workshop for making fittings and pumps, and a second annex workshop building with an engine test stand.
3. Since the plant installations were not adequate to meet the quota of the Five Year Plan, planned expansion work included a workshop building with a floor area of 1,400 square meters, to be completed by July 1951 for Plant II, and an assembly shop to be completed by the same date. Negotiations to obtain the necessary large machines were under way. A warehouse and an apprentice workshop with a boarding school for 300 apprentices are to be completed by 1952. Plant I will not be used by the Dieselmotorenwerk after the expansion work within the present Plant II has been completed. Castings for the Diesel engines will be supplied by VEB foundries in Torgelow and Pasewalk.
4. In addition to repairing mechanical installations and Diesel engines of every description, the plants produced net winches and three-cylinder, four-cycle, 100-hp. diesel engines. The 100-hp. Diesel engines and parts for the net winches were produced in the main workshop building. The winches were also assembled in this building. The Diesel engines were tested for 130 hours. In 1950, eighty engines of this type were built and the production was gradually increased. It was estimated that in early February 1951, one engine could be completed every third day. The engines are said to be for fishing cutters built at the Schiffs- und Bootswerft Gehlsdorf and the Boddenwerft Damgarten (both VEB VVB). In early February, repairs were made only in Plant II, which had only one workshop available.\*
5. Under the Five Year Plan, the plant is to build Diesel engines for seagoing ships with carrying capacities of 9,500, 6,000, 3,000, and 1,200 tons. The ships will be built in Wismar and in the Warnow-Werft (VVB Hoc seeschiffbau), Warnemuende.\*\*

25 YEAR RE-REVIEW

**CONFIDENTIAL**

CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLY

[illegible]

CODED

25X1

~~CONFIDENTIAL~~~~Central Intelligence Agency~~  
~~CONTROL/US OFFICIALS ONLY~~

2

25X1

6. In February 1951, the designing office was working on the development of two-cycle engines of 300, 1,000, and 2,000-hp and had completed the designs of the 300 and 1,000-hp engines. Development and designing work on the 1,500-hp engine was temporarily interrupted in favor of the 2,000-hp engine. No substitute materials will be used in the construction because such materials were refused by the Russians.
7. The two plants have a total of 1,500 employees of whom 10 percent are women. Plant I employs 700 persons and Plant II employs 800 persons. The managing director of the entire plant is one Kapp (fnu), the managing engineer allegedly is one Hinbeck (fnu); the production manager is one Rinze (fnu), and the operating manager for Diesel construction is one Freese (fnu).

\*   Comment. Since the number of Diesel engines produced exceeds the number of cutters built in Gohlisdorf and Langerhagen, it is believed that the Diesel engines will also be used to supply other shipyards. 25X1

\*\*   Comment. According to previous information, the ships are 1,200, 3,000, 5,000, and 8,000 GRT. Nine ships of 3,000 GRT will be built in Wismar 25X1 and two 5,000 GRT and two 8,000 GRT ships in Warnemuende, under the Five Year Plan.

~~CONFIDENTIAL~~~~CONTROL/US OFFICIALS ONLY~~